

Montana Transportation Partnership
September 19, 2007
Sanders Building, Room 207
Helena, Montana

Members Attending: Tom Osborn (MTP Chair & NCILS), Mary Millin (Vice Chair & Transportation Advocate), Marlene Disburg (DPHHS) via teleconference, David Eaton (MT Association of Community Disability Services), Nikki Fee (SILC), June Hermanson (AARP & Transportation Advocate), Shawn Parker (MT Council on Developmental Disabilities), Lynn Winslow (Montana Advocacy Program)

Members Absent: Deborah Swingley, MCDD, Charlie Rehbein (DPHHS), Arlene Templer (NAN), Michelle Thibodeau (DPHHS), Patti McCubbins (DLI)

Guests/Other: David Jacobs (MDT), David Kack (WTI), Steven Potuzak (MDT for Dick Turner), Trisha Smith (Interpreter); Dwan Winden, DPHHS

Minute Review: Nicki Fee moved to accept the July 18, 2007 minutes as presented; Shawn Parker seconded the motion. Minutes accepted.

Refining Goals and Objectives, Define Tasks and Timelines, Progress on Goals:

Tom distributed TAC definition document to address Goals progress:

Discussion Points

- ◆ MTP subcommittee members met with Marilyn Daumiller, Legislative Services to identify legislative process and procedures on getting TACs formally recognized in statute.
- ◆ Some of items in TAC definition document could be included in ARM vs State code.
- ◆ Purpose is to identify organizations that participate in coordination and to develop resources to support the local body – TAC. Support and recognize SAFETEA-LU and TEA-21 guidance.
- ◆ Process to carry out functions of the local body would be included in Administrative Rules.
- ◆ Consideration of what agency would be responsible for support functions of statute requirements could include MDT, DPHHS or Commerce.
- ◆ Application for 5310 capital (vehicles) is affected by consolidation process.
- ◆ No requirement by DPHHS for participation on TAC if receiving DPHHS transportation dollars.
- ◆ Contractual negotiation and agreements will be the key to the coordination process with language to make changes to service or address concerns.
- ◆ Regional service areas currently exist. It is important to ensure representation from all communities/areas represented.
- ◆ Members were asked to take the TAC definition document back to their local coordination committees and request additional input.

- ◆ A working committee was established to work on the TAC paper. Members include Tom Osborn, David Eaton, Marlene Disburg, Steven Potuzak, and Michelle Thibodeau.

Public Comment:

David Jacobs, DOT, noted the need for clarification regarding human service agencies participation on the TAC. He noted that from MDT point of view it is important to be clear that a human service agency can be part of the TAC but until they are in a signed agreement with the 5311 provider they would still not be eligible for 5310 or other resources.

Levels of Coordination and Agency Roles (David Kack, WTI)

- ◆ Provided Coordination Basics – Communication, Collaboration, Consolidation (definitions/explanations included in MCDD Coordination Handbook)
- ◆ Need to ensure awareness of TACs by county and city officials – link between rides and community transit management and support of the transit system.
- ◆ City and county resources can assist in leverage process for additional rides.
- ◆ Levels and structure of urban coordination activities can be very confusing. A single point of entry, i.e. the TAC, for transportation coordination would be helpful.
- ◆ Levels of jurisdiction need to be clear. This document can serve as an educational tool for participating entities.
- ◆ Participation by all entities involved is critical – including private providers.
- ◆ TACs can impact city-to-city service also – through 5311 or private provider feeder systems.
- ◆ Coordination can affect medical/health care access.
- ◆ WTI continues to work on the supplement to Coordination Handbook – with the plan to address some concerns or issues TACs have been experiencing.
- ◆ United We Ride update: Contract signed by WTI. Contract back to MDT. Draft survey provided. Concerns re: survey distribution. Will have conference call in next couple of weeks to finalize. Expected survey will provide information for updates in the Handbook.

Membership - Policy and Procedure

- ◆ MTA requested they be removed from Partnership membership.
- ◆ MTA may initiate dialogue to be reinstated if choose to.
- ◆ MTP can consider including transit providers covering all programs (5311, 5307, 5310)
- ◆ MTP can also consider including a human service provider not considered a 5310.
- ◆ Motion: Motion to remove MTA from Partnership member. MILLIN/Hermanson. Motion passed.
- ◆ Motion to include four independent voting slots – 5307, 5311, 5310 providers and one for a human service provider. HERMANSON/Millin. Motion carried

The next meeting is scheduled for November 14, 2007 in Room 152 of the State Capitol.

There being no further business, the meeting adjourned at 2:30 p.m.